A.A. MOSQUITOES IN BURMA contributed in large measure to the 15th Army's reconquest of that country. Maintenance of aircraft was undertaken where in conditions of extreme difficulty, and of necessity in great haste; this time is being wasted again in the Arakan-mount sector fighting part of the Burma campaign. Activities of Mosquitoes of Eastern Air Command during operations included harrying Japanese forces and supplies, and photographic reconnaissance.
Beginning of the End of the Japs on Labuan

SMOKE OF THE SEA-AND-AIR BOMBARDMENT OF LABUAN ISLAND..." "bay" in North Borneo—still shrouded the coast line (1) as transports Bringing men of the Australian 9th Division moved inland on June 15, 1945. Landing was affected without a single casualty. Wading waist deep, these troops excitedly clambered over a wrecked Japanese baracca (2). The island was cleared by June 25. See map to page 120. PAGE 162
G E N E R A L S I R W I L L I A M S I L V E R S's very interesting broadcast and his statement that the war is not over is a reflection of the belief that the Burmese campaign has been conducted with exceptional ability, and that Japan has displayed immense dash and energy under most trying conditions in the past.

Chiefly, the experience and training gained in Burma will be of the utmost value in future campaigns that have still to be fought. In new theatres it may not be possible again to use armoured as effectively as was done in the final advance on Rangoon, but it seems plain that air transport will be developed still further, and that it will greatly accelerate the pace at which operations can be conducted.

Airstrip transport is an effective instrument to employ the Japanese adopt every possible tactic and withdraw into regions where lack of roads would slow down the movement of their troops. This is the way the large forces of heavily armed troops, and where the steadiest of the lightly-armed inflicting parties. General Wavell's great experiment, originally evolutions of the enemy's main forces and to cut them off. These airstrips can be adapted to deal with an army that adopts guerrilla tactics. Guerrillas in all their offensive operations rely on surprise; but they themselves are particularly vulnerable to surprise, for even when they can evade destruction by dispersal they can seldom save their munitions and supply stores. Obviously, if troops can be landed and supplied in an unexpected quarter, surprise is much easier to achieve than when the host is carried out by the deliberate advance of slow-moving columns.

General Slim has, however, given as fair warning that even harder battles than those in Burma are still in store. There are unoccupied places where the Japanese will stand to fight in great strength when they are there. In such places their determination to fight to the death, as Okinawa has proved, will demand heavy sacrifices on our part.

We may, in fact, have to conduct two forms of war: what amounts to trench warfare against an enemy who can be disposed of by practically complete extermination, and guerrilla warfare against an enemy that it would seem must be developed by every means in a country where the obstacles and problems can become exceptionally great.

CUTTERIZED Tactics of Warfare

Giving Place to Original Thought

The enemy's tactics that have to be taken into account. But if we consider the enemy's home industries and the way that they are lagging behind in the use of the latest methods of developing air attack. It is conceivable that the Allies would be content to aim at seizing certain limited areas and holding them against attacks which the Japanese would be bound to deliver, at the same time developing in the unoccupied areas the devastating effects of air power.

One thing seems certain—that in all theatres there is a little likelihood that the war will be conducted on stereotyped lines, and there will be ample scope for original and imaginative thinking. It is, perhaps, fortunate that the war presents problems of an unprecedented character and therefore stimulates original thought. The Japanese have had to cope with the occupation of territory and the raising of troops in the occupied areas have not been tied to stereo-
typed doctrines. But it should be realized that success achieved has been mainly strategic. The initiative has been recovered and Japan has been forced everywhere on the defensive, and communication with her outlying detachments has been cut. Valuable strategic points have also been secured, providing bases for further operations. The enemy is kept guessing where the next blow will fall.

A TOGETHER Unprecedented Problem

Presented by Japanese Frustration

It is true that a number of tactical successes have also been gained, but on land they have only locally been decisive, and not in every case completely decisive even locally. The main battle fronts are still in course, and undoubtedly it is in the tactical struggle that Japanese frustration presents an altogether unprecedented problem. How hard it is to crush fanaticism in defence, Okinawa, and numerous other occupations involving the use of tremendous weight of metal in the attack, will be the chief factors which the enemy are using to their advantage. In place of bombing and shelling, it may be that we shall see a more effective use of air power. It may be that the enemy will be forced to use heavier armaments in the occupied areas, which will require the development of new industries in the occupied territories. The effect of these developments will be to increase the tempo of the war and to make it more difficult for the Allies to achieve a decisive victory.

The progress of the Chinese forces which is in the middle of May captured the large port of Weihaiwei, and is making great progress in establishing the line of communication that had been cut. The Chinese, however, are said that prospects of closing it must be small. The Chinese forces are being deployed as a precaution, and as the withdrawal northwards is contemplated, may have been a delay at a time when the troops are required in the south.

The situation in the south is very much as before, with the Chinese forces in the south having taken up positions near the border with the enemy. The Chinese forces are being deployed as a precaution, and as the withdrawal northwards is contemplated, may have been a delay at a time when the troops are required in the south.

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B.L.A. at Work and Play Across the Channel

British Transit Camp at Binche through a typical visit. In June 1945 the 1st Canadian Division, under the command of General W.P. L. de L. Stead, visited Binche and held a joint sports match between the British and Canadian forces. The Canadian team emerged victorious, with the British camp receiving a trophy. The competition was well-organized and fair, with both sides showing good sportsmanship.

Guarded by a Canadian infantryman, Col. General W. A. M. Black, the Canadian commander visited the camp. The visiting party included other high-ranking officers, such as the Canadian High Commissioner for Europe. The ceremony was marked by the raising of the Canadian flag, symbolizing unity and cooperation between the two nations.

At Hilden, near Dusseldorf, in the Rhine Province, the hand-over of the town was also a significant event. The town was formally given to the U.N. Relief and Rehabilitation Administration (U.N.R.R.A.) by the German authorities. The ceremony was attended by military personnel from various nations, including the U.S. and British forces. The United Nations Relief and Rehabilitation Administration (U.N.R.R.A.) played a crucial role in the post-war reconstruction of Europe.
8th Army Activities Under Italy’s Blue Skies

THE BEACH AREA at a landing base for Allied troops at the Augusta, Sicily, airstrip, was visited by Marshal Sir Harold Alexander (left) in June 1943. Also present was General Richard McCreery, 8th Army G.C. Command. From M.I. Brigades, Major General B. Paton, Deputy Commander, and Major Ellis, G.O.C. Rest Camp.

At Campobasso, south of Bari, a group of U.S.A.F. Thunderbolt fighters (L) formed the figure of a spade called “Mount Demarco.” The American Division had been named in honor of Gen. Henry S. Arnold, C.I.G.C.C.A.F., in Mediterranean and Middle East.

Though the Italian campaign is now a matter of historic history, the Allied forces still maintain extensive airfields and rest camps for the troops guarding the Allied position of Varadone Ridge, which is the most southerly line of defensive positions now near Marshal Tito’s forces. On June 15, 1943, every Italian town had to make defense arrangements for the approach of General Eisenhower's forces.
HOME FROM THEIR LAST VOYAGE IN CONVOY, a big fleet of British merchant shipping lies peacefully at anchor off Greenock on the Clyde, after safe return from the United States. The official end of the war at sea anywhere this side of the Indian Ocean or the Pacific coast of the Americas is celebrated with the convoy system in close waters—so announced by the Admiralty on May 21, 1942, when the burning of Newhaven lights, "an old tradition," was abolished. Dominating is the liner Queen Mary (left center), whose wartime adventures are described on page 106. British merchant shipping losses since 1939 were: 7,344 ships (7,620,800 tons) by U-boats; 346 ships (688,000 tons) mined; 918,000 tons sunk by surface raiders; 1,399,000 tons destroyed by aircraft; 919,000 tons by other enemy action.
On the first of July, 1943, the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the famous ship in the
How Two Sea-Queens Ran the Gauntlet of War

Few who saw the stately Queen Mary start her maiden record-breaking voyage could have envisaged that she might be a mighty ship as one of the most potent factors in the world-struggle. She was the acme of luxury, a $3,000,000 vessel for the nation's special service. She was the ideal of the shipwright, a perfect beauty. Her sleek lines were straight and even. Her decks were broad and level. Her windows were so placed as to give all passengers a clear view of the sea. Her interior was lavish and comfortable. Her staff included some of the most experienced officers and men who had sailed on Scoresby Sound, the Arctic, and almost every other part of the world. The Queen Mary's look-out raised an alarm—a suspected U-boat had been sighted. The liner immediately wheeled and, travelling at nearly 30 knots, crashed full-ditch into the Carnac, which, out of half, sank in five minutes. Although minor measures were promptly taken, 376 men and officers of the Carnac were lost. The Queen Mary arrived at the Clyde with a great deal in her bow to account for her speed. She was brought to Greenock, and when she returned to New York at a new bow was fitted. Meanwhile the Queen Elizabeth went from New York to Singapore, and then, converted from luxury liner to utilitarian troopship, embarked for the Mediterranean.

September 1939 found the Queen Mary and Queen Elizabeth bound from Southampton with 2,232 passengers. The Atlantic swarmed with U-boats, and 42 ships were mined. She stayed tied up in New York, partly because she was too valuable to be risked in the open sea. For the enemy to have claimed her sinking would have meant the loss of two major victory. There was a question of converting her into an armed merchant cruiser, but this was fortunately not vetted. For armed merchant cruisers were carried in 1939, snorkel tanks. They were too valuable, because of their effectiveness from their comparatively slow speed and their immunity from enemy air attack. To engage such ships as the so-called German pocket battleships, the Queen Mary could not engage anything approaching an equal.

The Queen Mary was not completed when war began; and she was a source of great anxiety to the Clyde because of her wide open to enemy attack. When she was first fired on by the Queen Mary, the time was once dispatched to the security of New York harbor. A more direct hit was another. Mary was sent to Sydney, Australia, through the Norwegian ships and the British cause of the war. She was fitted out. She pleased 5,000 passengers in her first passenger trip as a liner, with a trip to South America. Her deck was crowded with men and her holds with warlike stores. Carrying from 5,000 to 6,000 men at a time, by the end of 1941 the two great ships had trans- ported at least 80,000 soldiers to zones where their services were urgently needed. Improvisations were made to adapt these Atlantic ships for troopship and sub-tropical work. Heat was the main enemy, especially in vessels crowded to capacity; but this was overcome with the usual resources of the Merchant Navy, to which the broad of the Ministry of War Transport, skilled in such matters.

June, 1940, saw the Queen Mary and Queen Elizabeth being all-out for the Clyde with an escort of two cruisers, one of which was H.M.S. Courage. The Queen Mary's look-out raised an alarm—a suspected U-boat had been sighted. The liner immediately wheeled and, travelling at nearly 30 knots, crashed full-ditch into the Carnac, which, out of half, sank in five minutes. Although minor measures were promptly taken, 376 men and officers of the Carnac were lost. The Queen Mary arrived at the Clyde with a great deal in her bow to account for her speed. She was brought to Greenock, and when she returned to New York at a new bow was fitted. Meanwhile the Queen Elizabeth went from New York to Singapore, and then, converted from luxury liner to utilitarian troopship, embarked for the Mediterranean.

THE QUEEN ELIZABETH'S CAPTAIN in his office in London, in which he has spent the last four months. He was also on the covering page, and page 48. Photo, British Official Troopship. By removing her bulkheads, after- ways, plying and the ornate furnishings of, and men were crowded into the music, to adapt these Atlantic ships for troopship and sub-tropical work. Heat was the main enemy, especially in vessels crowded to capacity; but this was overcome with the usual resources of the Merchant Navy, to which the broad of the Ministry of War Transport, skilled in such matters.

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Hitler Put a Price on the Two Queens’ Heads

QUEEN ELIZABETH: 38,000 tons, world’s biggest and fastest ocean liner, and the Queen Mary (90,000 tons), since the spring of 1938, have been carrying over 1,500,000 people across the oceans to America by way of the Panama Canal, the British Channel, and the Mediterranean. In the world of peace, the two ships set the standard in speed and comfort. Today, in the world of war, they are instruments of destruction.

QUEEN MARY, holder of a world record, has left New York and the British Isles. Under the command of Rear Admiral Sir Charles H. P. Bartlett, the ship will sail to the Far East, where she will participate in the Allied effort to bring aid to the Chinese. The Queen Mary, with her 1,000 passengers, will leave from New York on May 14 and arrive in the Far East on May 25. The ship will then sail to the Pacific, where she will participate in the Allied effort to bring aid to the Chinese.

Photo: British Official, Keystone
Eyrie Where Hitler Planned World Conquest

FUEHRER'S "EAGLE'S NEST," ON A MOUNTAIN TOP above his famous retreat at Berchtesgaden, is now a show place for U.S. troops. It is entered through a vast bronze doorway (3) at ground-level, leading to a passage carved through the rock in the 30s (2). A secret passageway (1) leads to the entrance (2) which otherwise is recessed into the cliff. On April 17, 1945, from page 227.

Predominant feature of the livingroom (5) is aored oak table 19 ft, 10 in. in diameter. The air-ventilated kitchen (6).
Vast Floating Dockyards in the Pacific War

FIRST PHOTOGRAPHS OF ADVANCED BASE SECTIONAL DOCKS (ABSDs) of the U.S. Navy reveal the staggering nature of these floating shipyards in the South Pacific. Constructed in sections on shore, they are floated as units on pontoons and then assembled. The largest (top), with capacity up to 160,000 tons, accommodates two ships at once. In the 18,000-ton dock (below), a transportable crane raises and lowers the repair yards. See also pages 102 and 103, Part A.

PAGE 171

Photo: Associated Press; New York Times; Fierce
BREATING the speed of normal communications by hundreds, patrols of the Phantom Regiment (officially known as G.H.Q. Liaison Regiment) speeded up operations. Their "wireless" walkie-talkies, field telephones, and hand-operated Q-boxes were all in action. They would have been useless if stores and supplies were not delivered in time. Speed was the key to success.

No man is an island. Just as a whole force of men depended onactus, so did the Phantom Regiment. The whole process of bringing in food, ammunition, and medical supplies, and keeping in constant contact with the enemy, is the province of the Phantom Regiment.

Messages were sent from under the noses of the enemy by means of very small and special wireless sets, invented for the purpose by Captain Peter Antony. These "scrambled" the coded messages, in which condition if intercepted by the enemy or any other unauthorized person they were, of course, unintelligible. Transformation to some other language, the result of studying the work of the wireless operators in the Western Front, was a constant worry. Each month 1,000 of these messages from the battle areas were sent to the headquarters of the 12th and 21st Army Groups.

When circumstances required it, men were dropped by parachute—sometimes behind the enemy lines at night—with very small wireless sets. And if either operators or code fell into enemy hands the enemy would, by left alone, the code was changed daily, the men being kept informed of the changes in a highly ingenious manner.

When the secret regiment came back from Dunkirk, and other places, after the fall of France, sections were deployed around the coast of England where invasion was most probable. They were to speed the news of any landing to the coast. Their headquarters were in very innocent-looking buildings in St. James's Park, London. Here were the base wireless sets to which the Phantom Regiment worked. The reason for being there was next to the G.H.Q. Home Forces and when your position was known the enemy knew that the headquarters in St. James's Park could not be the headquarters. The headquarters in St. James's Park comprised the same thing as the rest of the regiment. It was the same as the rest of the regiment.

In 1944 a squadron was trained for parachute work. This was the squadron which had been in action at Dieppe, and special volunteers were called for. After the parachute training they joined the S.A.S. Special Air Service—see page 350, Vol. III as they were called, because they formed part of the S.A.S. parties behind enemy lines. Then in June 1944 came the greatest test and ordeal of the organization.

Some of the Phantoms were parachuted into France before D-Day, others went in with the assault troops. First news of the Normandy landings were sent back by them. By July the complete Regiment was in France, and was employed by the British, Canadian, and American Armies. How Phantom, "one of the brains trust units of the British Army," as it has been called, became a Land-Lease service from Britain to the U.S.A., in military operations in north-west Europe was revealed in June 1945. In the early stages of the assault on the Normandy beaches General Eisenhower, Supreme Commander of the Allied Expeditionary Forces, visited the British 2nd Army H.Q., then located near Portsmouth, and was considerably impressed by the complete picture of operations which was available.

He asked how it was done. The answer was the "phantoms patrol." It was explained to him how the organization flashed back by wireless to England the positions of battalions in the headland battle. Gen. Eisenhower immediately asked if he could have Phantom units for work with the U.S. formations. Throughout the campaign three Phantom patrols worked with the American divisions and corps and did a great deal to give a full picture of the battles to the higher commands. The Americans had planned to build up their own U.S. Phantom organization, modelled on the British, but the campaign was won before they had an opportunity to put their own Phantom in the field.

The map-room of General Crease (1st Canadian Army) secured a substantial portion of its information from the Regiment.

PHRASEOLOGY IN ST. JAMES'S PARK. The phraseology used by the Phantom Regiment is known as "Phantom English." Here is a page containing selected phrases used in the page. Here are some phrases and to which the Phantoms would have referred them in the days of 1939. PAGE 372. This phraseology was used by General Patton (U.S. 3rd Army) acknowledged a very great deal of assistance, and our Canadian Army was also greatly benefited. They were with the parachute troops in Ardennes, and went with the assault parties across the Rhine and into Germany, and "due to us," said the Commanding Officer of the Regiment, "nearly everybody knew exactly where all the landing troops of all the Armies had gone to and a firm grip on the situation was kept.

Hence the hour by which the Ardennes broke through every move of German armour was reported by these men who wear a small "F" on the right shoulder. The closing of the Falaise Gap became news through their efforts. They made known the first details of the German concentration camps and prisoner of war camps. The last spectacular news was the link-up with the Russians. A Phantom patrol was directed by the U.S. 1st Army to a certain point where the link-up was expected to take place, and the moment it became an accomplished fact the news was put through.

Now the patrols are in Hamburg, Bremer, Copenaghen. They flew to Norway, Rotterdam, Amsterdam, The Hague. And the Phantom Regiment is now waiting to go up on what will be the final scene of all.
Military Ports Were Built Secretly in Scotland

After the fall of France, when the threat of invasion became imminent, the British government ordered the construction of military ports in Scotland. One such port was built at Camperdown, a few miles south of the Clyde estuary. The other was at Greenock, a few miles north of the Clyde estuary. They were deep-water harbours, capable of taking the largest ships. The Queen Mary, one of the largest battleships, arrived at Greenock, and was then transferred to the Clyde, the other at Camperdown. Inmates were required to be able to lift 50 tons by a giant hoisting crane.

Excavations were begun at the end of 1940, and the first ship berthed at Greenock—H.M.S. Malaya—was completed in July 1943. After working for very long hours in very adverse weather conditions, and frequently under water, the men of the Royal Engineers were able to reach the Clyde. At Greenock, they dug a new dock. This later helped to build Mulberry harbours. They opened their gigantic task. Overall control was in the hands of Sir Bruce G. Wale, K.C.B., D.S.O., Director of Ports and Inland Water Transport.

From being a peacetime resort of holiday-makers and fishermen, the Clyde and the Firth of Clyde have been turned into a war port [3] with rail-linked landing stages and six jetties, each giving a depth of 15 ft. at low water. 20 of the houses were transferred from Southamptom. At Camperdown (4)—Military Port No. 1—the Queen Mary was built. Barges were installed. In all, over 70 miles of tanks were laid. Each port has a wharfment of more than 13 miles. Both played a big part in the disembarkation of U.S. troops and supplies; many men will probably say that they owe their lives to the U.S.A. Rate of handling and unloading troops and Allied equipment has continued at the present levels and the ports have been praised for their efficiency.
A V2 storage depot between two hospital wards was one of the targets of Swiftie bomber pilots when they attacked rocket launching sites in Holland yesterday... Several trains loaded with supplies for the front were found and disarranged outside Dusseldorf. Jaggers baked bread in the express train as they worked... The Germans knew the explanation for the fact that several large plants in the Ruhr and the western part of East Prussia were idle for four days last week. Official figures were not then released. The answer to the question how these typical pieces of vital knowledge were obtained can be given in one word—"Intelligence." That covers many things, involving hundreds, possibly thousands, of men and women who are willing to risk their lives in obtaining information. You can call them spies, if you like, but only a few of the Secret Agents are trained in their own country, ready to sell information to the closest bidder. The main activity of the intelligence service comes from men and women to whom national security is a religion. They take those in their hands to flout out the enemy's secrets get no medals. Far easier responses their targets and stories seldom appear in the newspapers. But over 4,000 names of people appeared in headlines of German papers last year and having been executed for "intelligence with the enemy." The names are not known, or how they were captured. If people would do their duty, many of those names would not be on the list. The Gestapo regards every citizen as a potential enemy. Wind Treptor, mother of five children, for instance. She is a British spy. She is the story of Mapplehouse under German occupation. And again, a story of a Swiss student, devoted to the study of philosophy in the University of Goteborg. Gestapo Revealed Luftwaffe Secret The typical spy is not a Carl Loisy, a buddy from a Mata Hari. In spite of Hollywood films, the success of an Agent must depend upon being as an ordinary character, having regular work and a normal background. There are few very suspicious types these days. The really big men in Intelligence do not act so openly. Their task is to blend together a scene or a thousand separate reports, often of the most precise and apparently unimportant kind, sent by the Agent who does the "officially invisible" work. The days when blue-prints of secret weapons or encryption codes could be stolen in trains of, indeed, those days ever existed are over. But occasionally valuable information may be picked up by the shrewdest luck. Air Vice-Marshall C. E. H. Meehans, the Intelligence Service expert, early in the war, told how an Englishman making a journey on Italy got into a compartment with two Germans and an Italian. The German swapped stories and then, gently baffled by the Italian, produced his railway ticket. As the train reached Gautels, Luftwaffe kept lying to the Flemings, but they never dreamed beyond the railway station. It was all true. The train, for instance, was not on its way to Amsterdam, but to the most stringent security arrangements were enforced at the base aerodromes, none but the station commander and crew were allowed to know. The passengers lay on their beds or in the two cars that were their sleeping cars. In the morning, they were on their way to the Dutch-German border. They would be the passengers and that meeting was only an hour or two before the take-off. Often Extremely Dull Routine Work In the year of Munich (1939), Parliament voted a modest sum of £106,000 for our Secret Service. During the war years, the intelligence service has, for obvious reasons, grown to a blank cheque. But the sum spent is not vast. Many of our agents are patriots who have no more than enough to keep up the pretence that it is vital to them. Many are engaged on extremely dull routine work. One may have nothing to do but watch trains going by on a particular stretch of line that can be seen from his window. Maybe he has to pretend to be an invalid and lie up, naturally with the bed drawn near to the window. Nothing happens for weeks, perhaps the mystery of the rhythm of the trains is changed. Next day, the train is held up, and the passenger trains are held up while the "usual suspects" are taken to the train. That is the beginning. Then the Daily Mail makes a sensational story of the Gestapo. Secret Service Agents Helped to Win the War The suggestion recently made in the U.S.A. that they should endeavour to build up an Intelligence Service on the British model is a sane move, greater than that made us after the 1914-18 war by the Germans, when the latter declared that the superiority of our espionage system under British Secret Service agents helped to press down to its knees. Sticking facts are law revealed by Peter Leigh.
Through Mud and Rock to Flay the Japs in Burma

Beaches of Rangoon were awash with mud when the R.A.F. Regiment landed Ash-Ash guns (1) on May 2, 1945; 14th Army smiths entered the capital the following day. On June 16, Gen. Chambers' 26th Indian Division marched in a victory parade through the captured city (3). Charlton Island, Jap base in the Andamans joined by a quarter-mile causeway to Port Blair, was bombed on May 17 by R.A.F. Liberators (2). Blasting the last rock separating constructional trains from North and South, U.S. engineers (4) helped to complete the vital Ledo Road (see also page 215, Vol. II).
Suicide Pilots Plunge to Death in the Pacific

"The war in this area is now going faster than anyone thought," declared Admiral Sir Bruce Fraser, C.-in-C. British Pacific Fleet, on June 24, 1945. "Smashing a death-trap, a Jap bomber (1) caught by gunfire from a U.S. carrier off Kyushu is about to sink up in the sea. Tense moment as a Jap suicide pilot tries to maneuver his Zero on to the deck of a U.S. warship (2). Seven have crashed on British ships; six were on one of our carriers after one such attack (3).

 Whilst Flat-Tops Scourge the Enemy in the Sky

After hot action, escort carriers of the U.S. Pacific Fleet, with full loads of fighter and bomber aircraft, return to a forward base (4) to refuel and take on supplies for the next round of battle. Extreme right of the anchored fleet is a heavy cruiser. Close-massed on the flight deck of this Essex class carrier steaming at full speed in enemy-infested waters (5). Swarms of Gruman Helldivers and Curtiss Helldivers are ready at a moment's notice to take to the sky.
Behind the Scenes on Battle-Torn Okinawa

A costly victory for the Americans. Okinawa has been hell for the natives: aged Okinawans rest on the way to safety under guidance of a U.S. Marine (1). Camouflage camouflaged with leaves, top coastal houses lest the weight of air attack. In background, a direct hit (2). Marine examines an enemy "Baka" bomb (3) found on Yontan airfield; rocket-propelled, it is launched from an aircraft and, guided by its suicide pilot, is thrown into a dive to explode on contact. See also page 112.
I have often heard the question asked, as a rule rather peremptorily, "What do all these young women in uniform do?" I have often heard people, usually other women, comment on the elaborately dressed hair of W.A.A.F. or W.R.N.S. or A.T.S., their admired lips, their darkened eyelashes, and add the scornful comment: "How could they do any real work when they've got up like that?" I have always known that was nonsense. I have seen for myself how useful the girls make themselves in all sorts of ways. And now, whenever I hear such ill-informed remarks, I shall recommend the person who makes them to obtain a book called Wrens in Action by Miss E. P. Palmer. Her stories of Wrens at work are delightful to look at, as well as informative. "Beautiful," they are called by Miss L. Mathews, Director of the Women's Naval Service."

In her introduction, Mrs. Mathews tells how the Admiralty at the beginning of the War intended to employ women "only on duties which convention had marked as their sphere. There were not more than about half-a-dozen different sorts of work from which they might choose. In the course of five years there grew up nearly a hundred. One reason for this was that there were not enough men to go round. Another was the remarkable success of the few who went on the work."

Mrs. Mathews concluded that there was no longer any reason why the women should be limited to these few. She wrote, "The same rule also applies to all men."

It was an on-Duty plan that the value of their efforts reached its peak. They were employed as Signal Officers and Duty Officers, they operated the wireless, they kept in tight trim ships and aircraft, guns and torpedoes. They saw that Jack received his mail, that his pay was in order and that he left shore well-fed. They took care of medical needs and ammunition to the ships. They repaired by electric and grease and oil the landing craft that by one means or another got ashore for the impatient repairs so that they could return to the Normandy beaches.

The success of that marvellous combined operation Wrens contributed their full share.

One aspect of their work is that a lot of it is done in those tightly packed ships when they go back to civil life. The decision to use them to look after machines was, in the words of the author, "a stroke of good luck." It was making good. "It could do no harm and it might do a great deal of good." It was the attitude of the Admiralty. But very quickly that attitude altered. It was seen that the Wrens who were picked for skilled technical training were keen and easily disciplined as well as intelligent. "Once these pioneer girls were drafted, they proved themselves so good that there was ever-growing demand for them at Naval Ports and Naval Air Arm Stations."

They were able to take on "maintenance" work, which means work enabling motor- torpedo-boats, motor gun-boats and other small craft, which return battle-scarred and splintered to their bases, to put to sea again.

Alongside the men of the Navy, dressed in serviceable dungarees, they worked against time to get their little ships repaired so as to be afloat again in the shortest possible time. They cleaned and smoothed the guns, and they cleaned the ammunition. That sounds a strange operation, but it is a necessity. "The guns are dirty when seas run high and break green over these small warships. "Up to their elbows in grease," Wrens worked in the torpedo-sheds. In the blacksmith's shop they swung hammers, made new links for chains, straightened out bent hawsers. As wood workers they worked equally hard. They "clapped a stovetop dinghy, and cut up wood accurately for the Naval shipwrights."

Many will find employment in radio work very definite. It is sound work, which means work making adjustments to the mechanisms of a Barracuda, for example, which will be able to keep their own cans in running order and, if they want to earn a living by this way, to run a garage or find work in a motor car laboratory. They were used to keep the engines in a roadster in repair.

"Casting guns in a submarine repair depot" looks dangerous, there is a lot of metal work, running in a white-hot stream. The specialist in charge of a milling machine in a repair and maintenance shop handles a complicated mechanism with ease and evidently has the "exceptional ability and skill" which are needed for her work. Another concentrates her mind on a torpedo engine. A Wren electrician is seen carrying out repairs on a M.T.B. A maintenance Wren tests pressure gauges for submarines. A salting equipment worker goes over a rubber dinghy looking for defects in joints or punctures. That may mean the difference between death and safety to an airmen shot down into the drink. Very often Wrens are debarred from making commissions because the work of officers is mostly on shore and at desks. They are not put to cut loose from going down to the sea in ships. Their chance to be awarded officers solved this difficulty. "Once again they can feel the full movement of a deck beneath their feet and taste the salty tang of the flying sparsels as they answer the call of a ship from the convoy."

Up the Swinging Jacob's Ladder

Many Wrens are employed as boarding officers to give instructions to ships or convoys of ships as to where they must go. Miss Palmer pictures a number of vessels that have crossed the Atlantic and lie, densely laden with cargo, off the shores of Britain, waiting for their consignment orders to proceed.

Signals have been placed up and down and acknowledged and the Wrens are able to work for the signals department. In addition to her work in the boardroom, Miss Palmer foresees a wide extension of the possibilities of the radial and the full co-operation of women in public life. She wants women to lay stress on "the things of the heart," and to work as co-partners with men for a "society based on spiritual values."

I wonder if women in uniform have been spiritually uplifted by their experiences. I am afraid I rather doubt it.
What Significance has Bornholm to Russia?

Warsaw the German commander in the Danish island of Bornholm re- 
lied on his staff in 1941. The occupation of Bornholm by the Red Army 
was completed in a matter of days after the German forces had occupied 
the island. The German occupation of Bornholm was made possible by 
the strategic position of the island in the Baltic Sea, which lies between 
Finland and Sweden. The island is about 250 kilometers wide at its widest 
point and is divided by a narrow strait to the north and south. The 
island is divided into two main parts: the northern part is mostly 
forested and the southern part is more open.

The island has been of strategic importance throughout its history, 
and its location has made it a key point in the struggle between Russia 
and the other countries of the Baltic region. During World War II, 
the island was occupied by the Soviet Union in 1941 and remained 
under Soviet control until 1991.

Today, Bornholm is an important tourist destination and a key point 
in the development of renewable energy in the Baltic region. The 
island is home to a number of wind farms and solar power plants, 
and it is a hub for research and development in the field of 
renewable energy.

The island is also home to a number of cultural and historical 
sites, including the site of the ancient fortress ofBornholm. The 
fortress was built in the 12th century and is a key point in the 
history of the region.

In conclusion, Bornholm has played a key role in the history of the 
region and continues to be an important point in the development 
of renewable energy and tourism. The island is a key point in the 
struggle between Russia and the other countries of the Baltic region, 
and it is a hub for research and development in the field of 
renewable energy.
Soviet Occupation of Strategic Baltic Isle

RŪNKE, CAPITAL OF THE DANISH ISLAND OF SØRØNHOLM (top), where 13,000 Nazis refused to surrender after the general capitulation, was liberated by Red Army forces on May 11, 1945. Soviet officers stand on the waterfront (bottom) in victory parade, after which garrison had been rounded up in a whitewashed "freedoms" avalanche. On May 20 the Red Army announced that their occupation of the island was now temporary—until questions pending in Germany in connection with the war have been solved." See facing page. PAGE 191
What the Wavell Plan Means to India

The momentous conference of Indian political leaders with the Viceroy (Lord Wavell) in Simla arouses hopes of securing full Indian co-operation in the war against Japan and in important measures of economic and social reconstruction. As a military campaigner Lord Wavell was noted for his unfailing alertness and for his energy. The same qualities stand him—and India—in good stead now. Indian leaders themselves need time for readjustment of ideas; some of them have come to the Conference from a long hibernation; most have been in the political wilderness for many months. Indeed, it is a great achievement to have brought the leaders together. Mr. Gandhi's tribute to the Viceroy's handling of the preliminary stage was heartening.

What is the issue? Lord Wavell seeks to obtain active assistance for making his own Executive Council (a virtual Cabinet) more truly representative of Indian opinion, so as to clear the way effectively for the transfer of power from British to Indian hands when the time comes after the war with Japan is ended. As a corollary to this change, he hopes to bring about the complete restoration of ministerial and, consequently, Parliamentary government in the eleven provinces of British India.

Despite the unfortunate controversy which, at the instance of the Executive of the Congress Party, produced the resignations of the ministers composed of members of that party in eight of the eleven provinces in July 1944, the new situation, with the changes in the administration to keep pace with British promises on India's behalf. Until 1941, the Viceroy's Executive Council had, for many years, been composed of five British (including the Viceroy and Commander-in-Chief) and five Indian members (i.e., Ministers). Now it consists of five British and fifteen Indian members.

In the discussions with Sir Stafford Cripps in 1941, it was made clear that, whatever might be British intentions regarding India's status after the War, Indian political leaders, especially those of the Congress Party, strongly desired an immediate "indication," to use the euphemism of the Viceroy's Council. It also insisted that, however much by British were convinced of the sincerity of the Government's intentions, there was no point in an"indication," no matter how delayed or at any rate professed, to be sceptical in that regard. As the statement subsequently developed, there arose a desire for a further British move to end what was described as the "deadlock," with proposals which, as far as practicable, gave a definite earnest of our determination to see India become a Dominion as defined by Lord Wavell in February 1944 when conferring the "solemn pledge of His Majesty's Government that India shall have full control of her own destiny among the nations of the Commonwealth and the world."

It may be objected that the magnitude of India's war effort in the field on many fronts and in factory and workshop showed a general confidence in British policy. That, happily, is true. Yet, since the long run, the good will of Indian political leaders was necessary to the smooth transfer of power from British to Indian hands, failure to harness that good will presently to the country's service must, if possible, be reprieved.

How do Lord Wavell's proposals fit into this picture? They begin with making the Viceroy's Council entirely Indian in composition, with the exception of the Viceroy himself and Sir Claude Auchnleck who, representing the India Defense and Affairs, to an essential degree, it is to retain the war portfolio as Commander-in-Chief. Then, the Viceroy would announce that, with the announcement of an all-India and all-Indian constitution taking effect from 1947, he hoped to convene an all-India constituent assembly in the winter of 1946 to make the new constitution of India. In the meantime, the Indian conference (perhaps a constituent assembly) have succeeded in agreeing on the form of constitution to be adopted in future when the transfer of power can be effected. The proposals, for the time being, relate only to the eleven provinces of British India (165) of the country with a population of 296 millions and do not directly concern the Indian States (76) of the country, comprising 562 States with an aggregate population of approximately 94 million.

Spirit of "Forgive and Forget."

The restoration of ministerial government in the provinces of British India will entail the holding of elections (total electorate 30 millions) and the formation of provincial governments. The stability of these new governments will be secured to a great extent by forming such provincial ministries on a "coalition" basis. It is to be hoped that the success of the Punjab Ministry in maintaining a coalition government system since 1937 with a Muslim-Hindu-Sikh caste and communal problem between Moslem, Hindu, and Sikh, largely determined by the"Spirit of Forgive and Forget."

These far-reaching proposals are commended by the Viceroy in the spirit of "Forgive and Forget." He seeks to clear the air and to sever recrimination over the past—an arid but unfortunately all-too-human tendency not only in India. Response to the appeal have been good. The leaders are meeting each a table—an experience they could not face when Sir Stafford Cripps made his offer three years ago. This brought them at once face to face with difficulties which can be overcome only by a readiness to compromise for the common weal.

Lord Wavell, a suggested that the Congress Party and the Muslim League should have an equal number of representatives in their Council, in addition to such representation as is agreed upon for the Sikhs, Depressed Classes and others. The "Spirit of Forgive and Forget" is to apply it, overwhelmingly, Hindus, do not confine itself to any one community. If the present President is a Muslim, and some Muslims are with him in the Party, the Muslim League, led by Mr. M. A. Jinnah, claims exclusive rights to represent Muslims. That is not fully accepted either by all the Muslims of the Punjab or by Congress.

Hopefulness must not blind us to reality of the difficulties confronting the Congress, government. Nor should it make us impatient of delay. We cannot be impatient if we bear in mind recent international conclusions this side of Suez. The decisions which these Indian leaders make must profoundly affect the pattern of India's political destiny in determining the shape of things to come.
Very Gallant Gentlemen Honoured by the King

Decorated with the D.C.M. by H.M. the King at Buckingham Palace on June 21, 1945, were four officers of war and a higher Canadian Army officer. Left to right: Lieut. Billings, D.C.M., R.C.A., commanded a Scottish submarine which in Sept. 1943 achieved the greatest (p. 1) page


Photo 725
Czechoslovakia Remembers the Horror of Lidice

Peaceful scene of one of the Nazi's vilest crimes, the little Czech mining village of Lidice (1) before it was blasted out of existence. Its menfolk butchered, its women and children deported, on June 10, 1942, in reprisal for the killing of the notorious S.S. leader Reinhard Heydrich. Its village was razed, its foundations and structures scoured. Three years later, Soviet soldiers stood as guard of honor at the memorial to Lidice's 194 men, 18 women, and 401 children who died that day.

(1) Photograph by André de Dienes. All that now remains of Lidice is...
I Was There!
Eye Witness Stories of the War

It's Hard Not to Fraternize Now Out There

The following is a well-known and widely read account faced on the most serious problems that arise between our troops and the German people. It is one of the most vivid stories written about the war.

On a day my batman-driver, who is a very good chap, said to me, I suppose it's all right to fraternize with the girls now, isn't it?

"Good heavens, no!" I said, "What do you think your friends in Holland and Belgium would think if they knew you wanted to get friendly with Germans?"

"Oh well," he replied, "the war's over and they're only girls, anyway. They didn't commit any atrocities, and they couldn't commit double agents even if they knew about them."

In Schausen-Hohentub, particularly, an area which has suffered relatively little from war damage of any kind, the young girls, generally speaking, are only too ready to be friendly with our troops, more especially now that the German soldiers have been cleared away into small concentration areas. And it cannot be denied that the four countries that the Expeditionary Force has passed through in the last twelve months, Germany has by far the most attractive young girls.

For one thing, they have been half starved for years, as have the French, the Belgians and the Dutch, and for another, it is evident that the inartistic physical culture that Germany has imposed on her young people during the past ten or fifteen years is having its effect, in that the girls up to the age of 25 or 30 are extremely well developed, and carry themselves gracefully; in fact, are fine physical specimens. Add to this the fact that blonde, blue-eyed types predominate, and you get an idea of the temptation.

You see the way my batman-driver's mind works. His attitude is typical of many soldiers, and while as officers we do our best to jump on any signs of fraternization, it really is almost impossible to stop it completely. Fellow does it secretly; sometimes they're caught, and then there's a court martial. But when you've got hundreds of attractive girls only too ready to be intimate with British soldiers, and when you've got a soldier who gets left alone about once in six months—well, what do you expect?

It would be so much easier if the girls didn't adopt such a friendly attitude; there are, of course, girls who absolutely refuse to have anything to do with the British, who look in the opposite direction when a soldier comes along and have no interest in them. That's the type of girl for whom I have a bit of respect, because it's how I should have expected English girls to behave if the Boche had landed in England in 1940 and overran the country. But girls of that type are scarce.

Personally, while admiring the physique and beauty of the German girls, I have little desire to fraternize with them. I have very good friends in France, Belgium and Holland, and I have only to remind myself of the atrocities committed by officers that they have suffered at the hands of the Boche during the last few years. I can't help suspecting that these attractive blonde heads have in very little intelligence to culture; after so many years of being filled with Nazi ideology, I don't see that there can be much room for anything else.

The children made the fraternization problem a whole lot harder. When a sweet little golden-haired five-year-old girl comes up to you, all smiling and asks what your dog is called, as Syd Walker used to say, what would you do, cheer up? Strictly speaking, we should ignore the child, look very stern, and say, "In actual fact, an Englishman smiles back at the child, tells her the name of the dog, and puts her on the head.

When a toddler comes up and puts his hand in yours before you've realized what's happened, well it doesn't come naturally to ring the hand away as though it were a scorpio and tell the infant to get to hell out of it. Now, formally, non-fraternization orders have been released to the extent of allowing British and American forces to speak or play with little children.

Courage That Won Even the Enemy's Praise

The man who led the St. Nazaire raid (see page 669, Vol. 5) has been awarded the V.C. three years and three months after the daring action that made him a hero to all Britain. He is Lieut.-Col. Augustus Newman, of the St. Nazaire V.C., who has been decorated for his action of landing on June 29, 1945, on St. Nazaire. He was amongst the first to take the German shore in the invasion of France. The Courrier Durrant, whose courage won even the enemy's praise. Both awards were dated March 27, 1942.

You could have knocked me over with a feather when I heard of my award, said Lieut.-Col. Newman. I have a silly big family at home, but an even bigger in the Commandos. There are not many left. The list of my bat, about 50 of them, sides, North Italy today (June 19), and I am meeting them at the port. It will be a grand reunion. My group was 550, and only 150 were captured with me. They were cut up again at St. Nazaire and in landings in the Adriatic. This is what the st. Nazaire raid of St. Durat's at the meeting of his men's relatives. He was in a little motor launch which came alongside a German destroyers and engaged her. Durrant manned a gun and for mile after mile blasted away at the enemy vessel. He was hit, but kept on firing at point-blank range, with 25 pounds. He was wounded dead when the Germans eventually captured the launch. His great courage was commended by the Germans, who said that his action was deserving of the greatest praise. Durrant was a grand chap and a tough nut.

—Published by arrangement with Anne Chichester

Sergeant TOM DURRANT, V.C.
On the Road Home With 8th Army Leave Party

Though the sandy roads were dusty, the highways had been their runway. The wood fires were their funeral pyre. All were wonked. So it was in Munich. It is ten thousand times worse than London. I did not see a single building or house undamaged. Munich, Mainz, Mannheim, Stuttgart have to be seen to be believed.

Not one of us could say with assurance he remembered Ulm being bombed. Yet when we pulled in to that town on the second night the devastation was breathtaking. Apart from some residential property on the outskirts, where the United Statesmen had set up transit camps, the only building that had any claim to grandeur was the lovely Gothic cathedral with its treacly spire soaring up above the ruins around. Hardened as they were to destruction in Italy, not a man of our party had ever seen anything like that.

All this is American Army territory, and we felt that those Americans who had been standing, stony-faced, amid equally stony-faced Germans, were delighted to see the 8th Army Leave Party bowling along and have a chance to smile at friends and comrades.

That night we stayed with the 7th Division at a Camerio Transit Camp. None of the other transit camps must be offended when I mention Ulm. It was full marks. In five days the party cleared up a German barracks and gave the men a dining hall with bowls of flowers and cherries and pink tablecloths and shining cutlery which recalled pre-war hotels. There was a canteen and we had beer and a sing-song after dinner.

Next day, after eleven hours of bumping and bouncing over the road to St. Nazaire, everyone was really whacked, dusty, tired, worn. Then, as we turned the last corner or so, the band of the 64th Division Concert Party was blaring a Jolly Roger. The 8th Armoured Division numbered 15,000 men in and out. A drive through France which looks tidy, poor and was, a land where still one sees few men in the fields except oldsters, where people gloomed over my German car until they saw its Union Jack, and then gave the V sign and a wave.

"Queue Up Here for Sand!"

Then in Calais a sense of wonderment among the B.L.A. men as the Eighth Army convoys covered with humorous banners about B.L.A. — "British Leave Army" — rolled in. "Queue up here, B.L.A., for sand."

"Get your knees broken."

"D-day Dodgers."

"We've had thousands of em, and so on...

God help us in high spirits. The vast numbers of German prisoners being loaded on box cars at the end of the line to take them up the Eighth Army men. This is a sight never to be forgotten. As we clambered into the box cars, the B.B. Burrito, veteran of Dunkirk and D-Day as well as a host of pre-war memories and then the White Cliffs of Dover. . . . Well, here we are home. None of us was acclimatised. Our own wail had the shock of her life when I rang her up. Imagine the thrill in the 300 other homes where the home-comer has not been home for four years!"

A Spring Bed for Every Man

Only five days after the final approval of the overseas leave scheme the first convoy left Villach. Ahead of the convoy went a group of transit camps which men all were self-contained and self-supporting. The shock these parties did was little short of superhuman. Never in my life have I seen men work so hard and so unselfishly as to such kindness and thought and attention on their fellows. For example, at the first camp at Traunreut, run by the 8th Division, they begged, borrowed or otherwise acquired a sewing bed for every man.

After 200 miles over the pass, fighting their way through the defective vehicles of a German Panser Division on the move, bounding and bumping on the wet over-luxurious seating in the three classes, the men gave the 7th Division transit camp party full marks for that. This bit of the journey had taken us through Salzburg and close to Berchtesgaden, but unfortunately it was not possible to turn from the route to see Hitler's shrine.

Next day was luxury travel along the famous Reichsbahn to Ulm. Here we began to see what the war had meant to Germany. For miles along the wide, double concrete highway the Luftwaffe had parked its jet fighters, its night fighters, its light bombers among the pines which stretch back for miles.

--- I Was There ---
I Flew to Truk with First Wave of Avengers

From dawn on June 13, 1943, to late evening of June 16, Fireflies and Avengers from British Pacific Fleet aircraft carriers maneuvered past the Japs based in the Truk Islands. Story is told by Arthur L. Borr, Evening

I was there!

M y pilot was a 35-year-old Sub-Lieutenant Walter Davis, R.W.III. The tailgunner was Petty-Officer "Shirley" Ellis, R. W. I. He was in the observer's seat. Pilot Wally Davis and Air Gunner Shirley Ellis helped me buckle on my parachute harness and Mae West. Shirley showed me how to work the bomb-aiming machine in case of emergency. We climbed into the airplane, and it seemed an eternity while we sat there waiting our turn to take off. Suddenly, the pilot's voice came over the inter-com: "Japs, the Japs are in the Oggan!" In Fleet Air Arm (now Naval Air Arm) slang this meant that the commander of our flight, his crew and airplane had fallen in the sea. I looked down and saw three heads and a yellow discharge bobbing up and down in the rain pelted blue of the Pacific.

Their AVenger was sinking some yards away. Their engines had cut out just as they were taking off, and although the pilot put the brake on, it was too late, and they slithered into the sea. All three were picked up, but we had no time to watch the rescue. We were next off, and got away to a clean start. The only thing dirty was the weather.

Our target in the Truk group was the most important airfield in a massive attack on airfields in Morotai. As we approached Truk the sun began to break through the clouds. I looked down and saw huge coral and basaltic rock circling the lagoon in which we had been expecting our target. When we did spot the target I was disappointed. Ten thousand feet below us it looked not more than a heart-shaped clump of grass jungle. The intercom whistled and Wally Davis said: "Bomb doors open!" We were diving down and bumping with every thousand feet drop. I got the sensation that the target was rushing up to us at something over 300 mph. Everything seemed to swing in its axis, and then it seemed to be tilted up at an angle of 30 degrees. Then, on the fringe of the steaming mangrove swamp, I saw the aircraft and four parked aircraft like an American four-star general. As we approached Truk the Avenger was sister functions. I saw the second and third Avengers of the same type.
The capture of Okinawa (completed on June 21, 1945, after 83-day’s battle) gave the Americans ten airfields some 350 miles from the southernmost main island of Japan. This should ease the strain on the carrier-borne aircraft which have had to bear the brunt of the tactical operations around Okinawa and Sakumishima, with strikes into the area of Kyushu and the Inland Sea. For shore-based tactical aircraft can now operate from the Okinawa airfields. It was considered that existing facilities would enable 1,000 first-line aircraft to be deployed off Okinawa, but the expansion of quick airfield construction there is likely to increase this number.

There is evidence that the aircraft carriers had a rough passage during their concentration in this area. The Japanese suicide pilots have done what is thought reasonable to do if the Royal Navy entered at the time of the Abellona crisis; but the Italians never did it, when their country’s entry into the Second Great War brought about the conditions which gave the Regia Aeronautica the opportunity to crush their bomb-laden aircraft into ships. (See illus. pages 176-178.)

EYES BEHOLD THE FLIGHT DAKS AND MAKE THE HANGAR ALMOST WHITE-hot

The story of the Bunker Hill, U.S.N., aircraft carrier mentioned at the beginning of a relatively small expenditure of life and material is a story of willingness to take off and face the inevitable, a story of sacrifice. The Bunker Hill was any Vice-Admiral Fletch’s ship. Thirty-four U.S.N. planes were lined up with full tanks ready to take off. But, instead of her flight deck, and more were below in the hangar, when two Japanese suicide pilots each dropped one 500-lb. bomb, the concentration of aircraft, and then crashed their own planes on to the ship. A third Kamikaze was shot in the sea by the guns of a destroyer. The loss of these three aircraft and their pilots the Bunker Hill was wrecked (although she succeeded in steering back to Pago Pago Naval Yard, near Pearl Harbor, under her own power), about 70 aircraft destroyed, 392 killed and 244 members of the crew wounded.

But that is not the only side to the story, for the Bunker Hill had been in the Pacific since the autumn of 1943 and had placed a part in every principal strike. Her pilots had sunk or damaged almost 1,000,000 tons of Japanese shipping and had shot down 47 Japanese aircraft, so that even if this ship had been lost she would still have had a credit balance.

BY CAPTAIN NORMAN MACRILLAN M.C.; A.F.C.

Most of the damage to the ship appears to have been caused by the fire from the aircraft fuel which swept her flight deck and made the hangar almost white-hot. This is one feature of aircraft carriers which makes fire a particularly dangerous hazard.

Special precautions are taken against fire in practice. On one occasion when a British aircraft carrier was on her way home from the Mediterranean on aircraft-based working on an aircraft in the hangar dropped his mechanical cigarette lighter out of his pocket into the metal drip-tray beneath the aircraft’s engine. The lighter was of the kind that sparks automatically when a spring catch releases the top which turns the stix as its spring makes it fly up. The lighter set fire to the mixture of petrol and oil in the tray, and in a matter of moments the hangar was in a blaze. The safety-catch takers came down and the sprinklers began to play on the blaze. This fire was controlled, but not before several aircraft were badly damaged. The carrying of matches aboard an aircraft carrier has previously been prohibited, but this incident resulted in the publication of a new order prohibiting the carrying of matches at all angles and exploded in the hangar below. This is consistent with American practice of saving weight by using thin plate flight decks, sometimes reinforced on top with wood. It will be interesting to see if the Americans will revive this policy as a result of their experience.

ENDS

TROOPING BY AIR TO INDIA scheme was inaugurated by R.A.F. Transport Command in May 1945. By autumn it is expected 18,000 troops will be moved by air from an advanced base in the West of England and a second Air Centre in Western France. There are six stages, the last of which is by parachute. The men between the aeroplane and the aeroplane and are given a chance to reach fresh and ready and give them a change of scene. Bridge Army in their own (right) ready for the take-off.
'Grand Slam' Taken for a Ride by a Lancaster

Twenty-ton San San looks (in length, with a tail-end apparatus) merely 1 yard long; diameter 3 feet 10 inches. It is a mighty weapon, able to destroy anything it hits. It is a normal weapon for use by the temporary anti-aircraft and any anti-ground force. It is a weapon requiring deep penetration. It was specially effective against thick concrete bunkers and was used in these programs months before its first use. See page 244, Vol. 3, for the story completely by reference to the actual site of the damage.
The blast-defying brickwork that has induced so many facades in our city people to assume that designer strength and post offices without feeling festive about it are the street’s novelties. But there is another residuum of the nightmarish we have endured with which I am more relunctant to part. I refer to those polished ferroconcrete, stiffening, on look-outs which sprang up in a thousand strategic spots in towns and villages all over the brave summer of 1940, at street corners and rural cross-roads, by bridges, on sidewalks sometimes, sometimes even in cottage and village full of seemingly camouflaged or garlanded with a cloak of innocent pres- ence—like the ‘fakir’ bookstall in Parliament Square, which thousands passed every day without recognizing its real nature. Wherever these things are a nuisance, of course, they must go. There is one or two other round the corner from this office, for example, at the corner by Blackfriars Bridge, which people are for ever bumping against. But many might well be left where they are, and as they are, to remind of what we meant to do as well as of what it might be of what we meant to pass as a sign of the greatness of this country, in which this country was determined to part in. Most of them are not unattractive. At least they are far less so than the many tools which were distributed over the public parks and recreation grounds of Great Britain after the last war. Let them entice through this year as the Marches of Naples times, like Hadrian’s wall or those earthworks of an even older day which remain to delight the antiquary. Let them add their fins to impress the rich paludum of our island. We have all too many too much in brick and stone through the various predictive maps—so are there a more appropriate foundation for the new history that future generations will build into these simple memorials of our finest hour.

What I may call the Baconsian Fifth Column, which so long has been doing its work, is pulling down William Shakespeare and stick in his place, for it is not only during the century, but as the world. In one way I don’t object the choice, I don’t object the public taste. The public has no choice. The public is as it is. It is a question of how we choose our own taste, which is a more important question. What I mean to say is that we should have taken Shakespeare and Galsworthy as a boy—drum days in a Golden Age, to commemorate two of Kenneth Graham’s best-loved tellings. Among the battle of the end of the old is a little old fable that was before long we see that little boy. This was not because we should have happened to a ‘collar’ of a little child, a little child-bulldog, spectacled, stubbly-haired, all our students are seen to be a more significant work of art, that the English are not only a more significant work of art, than the British Government as an organ of Anglo-French friendship.

Anachronism, ALAN A. PIDDLE, Director of National Council for the Arts, has the British Army which came into operation on June 16, 1940 (see accompanying pages).

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Note: The text is a mixture of prose and poetry, discussing various historical and cultural aspects of Britain during the 20th century, including literature, architecture, and the impact of World War II. The text is written in a narrative style, with references to famous figures and events, and emphasizes the resilience and adaptability of British culture and society.
In Britain Now: Demobilization Commences

UNWINING OF BRITAIN'S MIGHTY WAR MACHINE began on June 18, 1945, with the first decommissioning of bases and removal of the Services. Troops disembarked at Dover, and players of cricket and tennis were on hand to welcome them. To his Surrey home came ex-P.O.W. Mr. (S.Cap) Alfred Blake (left centre), last demobilised.

EVERYTHING was without a hitch on "Bermuda Day No. 1." The Disembarkation of New Zealanders was now in its final stages at Dover, so that near from far, nurse and the Middle East Peace Committee, who had already been released on their way to America, were waiting. Among those in the group at the same time as those batch, were W.A.S.P. Alonzo H. W.A.S.P. members were handed to their uniforms (above). At Ply- mouth, 9 o'clock and 10 o'clock to meet of the Royal Navy, who were in their new division.

Six R.A.F. demobilisation centres were open for the Army, and the second wave on the first day. At one reception centre, more than 100 people, including some of their tall left at W.A.S.P. on the evening of August, arrived in the first wave to greet the first.
**Indomitable's Brood in Far Eastern Waters**

*H.M.S. Flight Deck* deck with Seafire fighters and Barracuda dive-bombers. H.M.S. Indomitable, 36,000 tons, is one of the most recent data carriers of the Illustrious class, with an approximate complement of 2,900 officers and men. She took part in the attack on the Japanese base on March 31, 1945, attacking the U.S. invasion of Okinawa. Admiral R. A. Sprague, commanding the U.S. 5th Fleet, directed the Indomitable's action. The Indomitable was the achievement of this task force in the Gulf of the great traditions of the Royal Navy.